



Latest Portraits of E. H. Sothern and Julia Marlowe, the distinguished Shakespearian players who will be seen at the Colonial in repertoire during the coming week.

## MOTOR MOTIONS

The finish of the first of the spring months finds the motorist touring and the town of a Sunday emptied of its cars.

The call of the country and the lure of the canyons in Utah's April time floods in across softly greened foothills and up across a valley land threaded by great long, grey roads that stretch away to the mountains with their promise of a rare day with the motors.

A great variety of week-end trips is afforded for this section of the state this year than ever before and roads are better than in past seasons. Then, too, Salt Lake has never boasted as many beautiful and powerful motor cars.

The 1911 models delivered by the larger companies the past eight and nine weeks are equal in design and finish and in all the big and little things that go to make up automobiles for the fastidious, to the best machines delivered to discriminating eastern buyers.

"In no other field of endeavor is a harmoniously working organization quite as vitally important as in the manufacture of a product involving so much skilled labor as is necessary to the construction of the successful motor car," declares Frank Botterill of the Tom Botterill Automobile company. "As its basis this must have ideal working conditions—light, air and roominess, comfort and convenience, supplemented by the best appliances. In this may be found the reason for 'The Factory Behind the Car'—one of the most ideal industrial establishments in this country. It has been designed largely with a view to attracting and retaining the skilled artisan—the workman of character. There is entire lack of that constant change of personnel in the working force so frequently characteristic of large plants. Being a part of the Pierce Arrow organization makes of a man one of its harmoniously acting units. This is not mere system,

but a deep-rooted sentiment that pervades the entire establishment.

"He becomes strongly imbued with that spirit which, when founded upon a thorough belief in the importance of his own efforts as a contributing factor to the success of the product forms the soundest foundation upon which to build. Each individual workman is keenly alive to the necessity of carrying out every detail of his work in a manner that will not alone reflect credit upon himself, but that will add to the sum total of the achievements of the smoothly working organization of which he is a unit. Nothing short of such whole-hearted loyalty as this makes possible the spontaneous application of painstaking care to the execution of every one of the numerous operations involved in the manufacture of what is admittedly the most highly refined piece of mechanism for which mechanical engineering has been responsible—the perfect motor car."

An interesting illustration of the performance of a motor truck was furnished one day this week when eight thousand pounds of fruit and produce was hauled for Hancock Bros., Produce Merchants, from Salt Lake City to Provo by a Packard three-ton truck.

The truck left the loading platform at ten a. m., stops were made en route at Sandy, Lehi, American Fork and Pleasant Grove; Provo being reached at 4:30 in the afternoon.

The return trip was commenced at eight p. m., and American Fork was reached at ten fifteen, where it was decided to spend the night. The run into the city the following morning from American Fork, was made in two hours and thirty minutes.

The roads generally were in fair condition, although heavy going was experienced at the point of the mountain, where the road is very sandy for a considerable distance. At no time, however, was the least difficulty encountered, and it was

not found necessary to go into low gear once during the entire trip.

Sixteen gallons of gasoline and three quarts of oil were used on the round trip at a cost of four dollars. This makes a very interesting basis for comparison between the work accomplished by a motor truck and that of horses.

News reached town this week, too, of the appointment of Alfred Reeves, late general manager of the Association of Licensed Automobile Manufacturers, as general sales manager of the United States Motor Car company. This is the great association perfected and backed by eastern capitalists to market Maxwell, Busch, Stoddard-Dayton, Columbia and Sampson cars. The United-Motor-Salt Lake company is its local branch.

## THE BAREFOOT LASS.

The barefoot lass who lightly trod  
The leafy lane long years ago  
(How many years I do not know)  
Was graceful as the ferns that nod  
Beside the shadowy brooklet's flow.  
Although her grace none could deny,  
We breathed a patronizing sigh  
And from our memories bade her pass,  
Since she was but a barefoot lass.

One night, 'mongst other folks who plod,  
I sought the playhouse where the show  
Filled seats unto the rearmost row  
Because a dancer, all unshod,  
Revelled in paces swift or slow,  
I paid five dollars to get by  
The ticket taker's eagle eye.  
I viewed her through an opera glass.  
It was the selisame barefoot lass!

Washington Star.

Ask for Roederer.